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Date: Wednesday, 04 February 2026

Dear Councillor,

Economy and Environment Overview and Scrutiny Commission

The next meeting of the **Economy and Environment Overview and Scrutiny Commission** will be held at **10:00** on **Thursday, 12 February 2026** in **Room 77**.

The Agenda for the meeting is attached and reports are enclosed where relevant.

Please Note: It is likely that the public, (including the Press) will be excluded from the meeting during discussions of exempt items since they involve the possible disclosure of exempt information as describe in Schedule 12A of the Local Government Act 1972.

Yours faithfully,

Scrutiny Officer
for the Chief Executive



Town Clerk Services, Hull City Council,
The Guildhall, Alfred Gelder Street, Hull, HU1 2AA

Economy and Environment OSC

To: Membership:

Councillors Burton (C), Collinson M (DC), Herrera-Richmond, Healand, Kemp, North, Preston, Wood and Wilkinson

Officers:

Chris Jackson, Executive Director Regeneration
Alex Codd, Assistant Director Economic Development and Regeneration
Angela Blake, Assistant Director, Major Projects, Culture & Place
Andy Burton, Assistant Director, Streetscene
Antony Spouse, Scrutiny Officer (x5)

Portfolio Holders:

Councillor Ross, Leader of the Council
Councillor Dad, Deputy Leader
Councillor Ieronimo, Portfolio: Transportation and Highways
Councillor Quinn, Portfolio: Environment
Councillor Pritchard, Portfolio: Culture, Leisure and Customer Services

Economy and Environment Overview and Scrutiny Commission

10:00 on Thursday, 12 February 2026

Room 77

A G E N D A

PROCEDURAL ITEMS

1 Apologies

To receive apologies for those Members who are unable to attend the meeting.

2 Declarations of Interest

To remind Members of the need to record the existence and nature of any Personal and Discloseable Pecuniary interest in items on the agenda, in accordance with the Member Code of Conduct.

(Members Code of Conduct - Part D1 of the Constitution)

3 Minutes of the meeting held on Thursday, 22nd of January 2026 5 - 14

To approve the minutes as a true and correct record.

4 Action Tracker 15 - 16

To ensure any outstanding actions are being progressed in an efficient manner.

NON-EXEMPT ITEMS

5 Hull Maritime Project - Financial Position 17 - 26

To update the Commission on the Hull Maritime Project financial position.

6 City Centre Development Sites 27 - 38

To provide the Commission with an update on key development sites within the city centre.

7 Work Programme 2025/26 39 - 42

To consider and approve the latest version of the work programme.

EXEMPT ITEMS

Economy and Environment Overview and Scrutiny Commission

10:00 a.m. Thursday, 22 January 2026, Room 77, The Guildhall

Present: Councillors Burton (Chair), Collinson M (DC), Herrera-Richmond, Healand, Kemp, North, Preston, Wood and Wilkinson.

In attendance:

A. Codd, Assistant Director, Economic Development and Regeneration, Hull City Council
 N. Turner, Head of Economic Strategy and Partnerships, Hull City Council
 D. Jones, Head of Planning, Hull City Council
 K. Ryan, Head of Transport and Traffic Management, Streetscene, Hull City Council
 C. Tyson, Parking Manager, Streetscene, Hull City Council
 A. Spouse, Scrutiny Officer, Committee and Scrutiny, Town Clerk's Service, Hull City Council

Apologies: N/A

Minute Number		Action to be Taken by
44.	(2) DECLARATIONS OF INTEREST	Scrutiny Officer – AS
<p>There were no declarations of interest in regard to the following agenda items.</p>		

45.	(3) MINUTES OF THE MEETING HELD ON THURSDAY, 5 DECEMBER 2025	(a) Scrutiny Officer – AS
<p>The Scrutiny Officer submitted the minutes from the December meeting for consideration and approval by the Commission.</p>		
Recommendations:		Reasons for Recommendations:
<p>Agreed:</p> <p>a) That the minutes of the meeting held on Thursday, 5 December 2025, are agreed, and having been printed and circulated, be taken as read, and correctly recorded.</p>		<p>a) N/A</p>

46.	(3) ACTION TRACKER	(a) C. Jackson / L. Dixon / A. Holgate (b) Audit Committee / L. Dixon / A. Holgate / P. Todd / C. Jackson (c) A. Holgate / C. Brennan (d) C. Jackson / A. Blake / G. Osgerby
<p>The Commission discussed the fact they still had not received a response to their request for a Hull Maritime Programme Budget Update, despite originally requesting the information in December 2024. The Commission discussed the Council’s governance arrangements, how the matter could and should have been addressed at a much earlier stage, and how the failure to respond to a scrutiny request, might be interpreted as a lack of openness and transparency on the local authority’s part.</p>		

Recommendations:	Reasons for Recommendations:
<p>Agreed:</p> <ul style="list-style-type: none"> a) The Commission places on record its concern that the Hull Maritime Programme Budget Update, originally requested in December 2024 is still outstanding, and the Commission believes this represents a failure in governance, comprising the scrutiny process and the requirement for the Council to carry out its business in an open and transparent manner. b) The matter is referred to the Council’s Audit Committee, so it can be incorporated into its review of the Council’s overview and scrutiny arrangements, with a view to strengthening the scrutiny framework, and in turn, the Council’s governance arrangements. c) The matter is also referred to Overview and Scrutiny Management Committee for information. d) The Commission notes that because the action has been outstanding for so long, the Hull Maritime Programme is now nearing completion, and with that in mind, the action is amended, so the Commission receive a final budget breakdown, including lessons learnt, at the earliest opportunity. 	<ul style="list-style-type: none"> a) As per the minute b) As per the minute c) As per the minute d) As per the minute

47.	(5) ECONOMIC UPDATE	(a) A. Codd / N. Turner
<p>A. Codd, Assistant Director, Economic Development and Regeneration, Hull City Council, and N. Turner, Head of Economic Strategy and Partnerships, Hull City Council, attended for the item, and introduced the presentation, which sought to update the Commission on the Government's Autumn Budget, the Pride in Place Programme and the latest economic data for the City.</p> <p>The Commission discussed:</p> <ul style="list-style-type: none"> i. Infrastructure funding and what was likely to be the Council's next ask once the A63 works were completed. The Commission was advised that rail electrification remained a key ask, despite recent announcements. The Commission discussed future capital funding, and potential projects, including replacing Sculcoates/Chapman Street Bridge and pursuing a northern bypass for the City. The Commission was advised that the Council remained in dialogue with Government. ii. The Youth Guarantee, the additional funding and what it might mean for HTAE (Hull Training and Adult Education) and Hull College. The Commission was advised that students numbers were up, but the major challenge was recruiting tutors to deliver the required training. Work was ongoing with the business community to identify potential tutors, but pay levels were an obstacle, and they were trying to utilise market supplements where possible. iii. If we knew how the extra £2 billion the Government had allocated to local roads would be distributed amongst local authorities. The Commission was advised that there were no details as yet, and it was still unclear how the funding would be distributed between local authorities and combined authorities. The funding would not be available until 2029. iv. The Pride of Place Programme and what progress had been made in regard to recruiting and appointing the independent chairs for the three boards. The Commission was advised that the Council had developed a recruitment pack. They wanted to attract applicants who had a strong and active interest in the area. The Government had provided guidance in terms of which type of community figures might be best placed to fulfil the roles. The Commission discussed the guidance and the need for flexibility at local level. v. The value in engaging the business community and opportunities for the Pride of Place Boards to draw in additional private and public sector funding going forward. 		

- vi. How the three areas identified for Pride of Place funding were all very different and how that would likely be reflected in board membership. A thank you for the level of engagement with Members and local areas to date. Whether the programme was on track given the tight timelines. The Commission was advised that a report outlining the governance arrangements was due to go to Cabinet in January, and a decision record had been prepared in order to progress the recruitment of the independent chairs.
- vii. Different community groups that operated in different areas of the City, and the need for the Pride of Place Board's to engage with stakeholders across their footprints.
- viii. How Pride of Place funding was not Council funding, but there was still an opportunity to match fund or link into other programmes. The Commission was advised that it was still early stages, and they needed to make those connections. They were three separate projects, but they were all operating within one city, which would bring additional benefits. The Council had the resources and experience to identify complimentary funding streams the Boards could potentially access.
- ix. The demands the new Pride of Place boards would place on the Council, board members and key stakeholders. The Commission was advised that the Council was the accountable body, and there would be challenges, including managing expectations in the early stages. It was hoped that the programmes would become much more fluid and efficient over time.
- x. The latest labour market statistics (page 33 of 98) which seemed to suggest Hull's unemployment figure had risen by 163% (6200 people) over the course of the year. The Commission was advised that the figure from the ONS (Office for National Statistics) was correct as supplied, but it was not considered reliable, and the Bank of England was challenging the validity of the ONS figures. The figure had been generated through a national survey, and the previous year's figure had also been queried. The claimants figures were a more reliable data source, given claimants had to register.

Recommendations:	Reasons for Recommendations:
<p>Agreed:</p> <p>a) The Commission notes the Economic Update, including the briefings on the Autumn Budget and Pride in Place funding.</p>	<p>a) N/A</p>

48.	(6) EMPLOYMENT RIGHTS ACT - OVERVIEW	(a-b) A Codd / N. Turner
<p>N. Turner, Head of Economic Strategy and Partnerships, Hull City Council, attended for the item, and introduced the presentation, which sought to update the Commission on the implementation and aims of new Employment Rights Act.</p> <p>The Commission discussed:</p> <ul style="list-style-type: none"> i. Managing the potential challenges the legislative changes would present to SMEs and micro businesses in the City, and what might be done to support them during that process. The Commission was advised that the Council would continue to engage with business and provide support and advice where possible. The Commission discussed whether it would be prudent to review that support, with a view to meeting the new challenges posed by the Act. ii. How the legislation represented a positive development for employees, while recognising it might also present some challenges for employers, particularly smaller businesses, and they would need to be supported through the implementation process. iii. A business survey that had been carried out at ward level, how that had highlighted online trading and public access e.g. car parking as their main concerns, and how that information could be shared with the Council's business support team, with a view to informing the support they provided to businesses. 		
Recommendations:		Reasons for Recommendations:
<p>Agreed:</p> <ul style="list-style-type: none"> a) The Commission notes the update on the Employment Rights Act, including its implementation and potential impact at local level. b) Following the discussion on the implementation of the Employment Rights Act, and the challenges facing micro businesses in the City, the Commission recommends that the Council reviews its business support offer, with a view to ensuring the Council is doing everything possible to support micro businesses in the City. 		<ul style="list-style-type: none"> a) N/A b) As per the minute

49.	(7) HULL AND EAST YORKSHIRE LOCAL NATURE RECOVERY STRATEGY	(a) Cabinet / L. Hawkins / D. Jones
<p>D. Jones, Planning Manager, Hull City Council, attended for the item and introduced the report and strategy document which was due to go to Cabinet for endorsement.</p> <p>The Commission discussed:</p> <ul style="list-style-type: none"> i. If the strategy would place extra responsibilities on residents, for example, a household not being able to remove a hedge, which could prevent vehicle access to a property. The Commission was advised that the strategy was a high level document, that fed into the Local Plan, and would only impact on planning policy and decisions that went through the planning process. ii. Targets in relation to biodiversity net gain and potential financial pressures it placed on community groups and residents. The Commission was advised that Government had acknowledged concerns around smaller developments and the need to strike the right balance. 		
Recommendations:		Reasons for Recommendations:
<p>Agreed:</p> <ul style="list-style-type: none"> a) The Commission supports the officer recommendations (Option 1) and endorses the Hull and East Yorkshire Nature Recovery Strategy, with a view to enabling nature recovery in the City and wider region. 		<p>b) N/A</p>

50.	(8) PARKING AND TRAFFIC ENFORCEMENT UPDATE	(a-d) A. Burton / K. Ryan / C. Tyson
<p>K. Ryan, Head of Transport and Traffic Management, Streetscene, Hull City Council, and C. Tyson, Parking Manager, Streetscene, Hull City Council, attended for the item, and introduced the presentation, which sought to update the Commission on parking enforcement powers; service delivery; body worn cameras; school camera enforcement; moving traffic powers; ticket machine upgrades; virtual permit scheme; next steps.</p> <p>The Commission discussed:</p> <ul style="list-style-type: none"> i. Parking on grass verges, whether it was illegal, and whether the Council had enforcement powers. The Commission was advised that enforcement powers sat with Humberside Police. The Council had one traffic regulation order (TRO) in place that prohibited parking on grass verges. The suggestion that Humberside Police chose not to utilise their powers. How the introduction of new legislation relating to pavement parking might lead to a change in approach. ii. The insight ward councillors had gained from going out on patrol with parking enforcement officers and the suggestion that all ward councillors would benefit from, and should be invited to join a patrol. iii. If anything could be done to prevent delivery drivers parking in an inappropriate or dangerous manner. The Commission were advised that delivery drivers were allowed a certain amount of time to unload their vehicle, which made enforcement difficult. iv. School camera enforcement, the issuing of penalty charge notices (PCNs), and the fact it could only be applied to vehicles parking on zig zag lines. v. The policy change the Council had made in regard to enforcement and vehicles parking across dropped kerbs. The Commission was advised that the policy change had now been implemented, the Council website had been updated, and there would be an information campaign to highlight the change. vi. Installing bollards on grass verges to prevent illegal parking. The Commission was advised that any scheme would be dependent on location, and would therefore need to be considered on a case by case basis. The team would probably be in a stronger position to respond once the Government published its guidance on pavement parking. 		

- vii. If the parking team were still having to manage a shortfall in civil enforcement officers. The Commission was advised that they had managed to fill all vacant posts at one stage, but a number of staff had recently left their positions, so they were having to go back out to recruit. The Commission questioned the job title (civil enforcement officer), whether it discouraged people from applying, and whether it might be changed to generate more interest. The Commission was advised that the job title was prescribed by Government, but they would review the job advert to see if any changes might be made.
- viii. School camera enforcement and what criteria was used to identify which schools were suitable for the scheme. The Commission was advised that the Council had assessed every school in the City, including special and private schools. They had checked whether the roads allowed access for emergency vehicles, and whether the layout would be suitable for camera enforcement or school street status. School streets applied to those streets outside of schools, that could be partially pedestrianised when children were arriving, or leaving school (while still accommodating emergency services and local residents). The criteria could be shared with Members and officers could go through the latest data as part of a broader update.
- ix. Scheduling of enforcement patrols on local high streets, and if there would be value in sharing that information through the restructured Area Committees. The Commission was advised that a full breakdown of enforcement patrols undertaken by the parking team were uploaded to the Council website. The information had also been used to respond to queries from members of the public.

Recommendations:

Reasons for Recommendations:

Agreed:

- a) The Commission notes the Parking and Traffic Enforcement Update, welcomes the improvements in performance outlined within the presentation, and thanks the team for their continued hard work.
- b) That following the discussion on the positive engagement with Ward Councillors, and how an invitation to join a patrol provided invaluable insight, the Commission recommends that the invitation is extended to all Ward Councillors, so they can develop a better understanding of parking enforcement, and highlight local concerns.

a) N/A

b) As per the minute

<p>c) That following the discussion on school camera enforcement, the Commission asks that the Team organise an online briefing for all Members, in order to share the latest data, and help Members develop their understanding of the programme and associated criteria.</p> <p>d) That following the discussion on the scheduling of patrols, and how the information is now available on the Council website, Members are provided with a hyperlink off agenda.</p>	<p>c) AS per the minute</p> <p>d) As per the minute</p>
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<p>51.</p>	<p>(9) WORK PROGRAMME 2025/26</p>	<p>(a) Scrutiny Officer – AS</p>
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The Scrutiny Officer submitted the latest version of the 2025/26 Work Programme for consideration and approval.

<p>Recommendations:</p>	<p>Reasons for Recommendations:</p>
<p>Agreed:</p> <p>a) That following the discussion at the December meeting, the City Centre Car Parking Strategy is provisionally scheduled for February 2026, with a view to the Commission feeding into the development process at the earliest opportunity.</p>	<p>a) N/A</p>

ECONOMY AND ENVIRONMENT OVERVIEW & SCRUTINY COMMISSION - WORK PROGRAMME 2025-26

Commission Date	Agenda Items	Reason for Submission and Actions	DUE DATE	RAG	Action/Decision Allocation
24/07/2025	Portfolio Holder Update - Culture, Leisure and Customer Services	To enable the Portfolio Holder to outline their priorities for the year ahead, and highlight any topics they think the Commission may wish to explore.			
		a) That following the reference to works that were being delivered and were due to be delivered in the City's parks, a breakdown of the individual schemes is provided to Members off agenda for information.	Jul-25	A	A. Burton / A. McArthur / A. Wilson
11/09/2025	Portfolio Holder Update - PH for Environment	To enable the Portfolio Holder to outline their priorities for the year ahead, and highlight any topics they think the Commission may wish to explore.			
11/09/2025		b) That following the discussion on the decarbonisation of Council buildings, and the installation of solar panels, the Commission is provided with a full breakdown of the (40) projects off agenda, in order to inform its work.	Oct-25	R	M. Budd / N. Howbridge / S. Blood
16/10/2025	Portfolio Holder Update - Transportation and Highways	To enable the Portfolio Holder to outline their priorities for the year ahead, and highlight any topics they think the Commission may wish to explore.			
16/10/2025		b) That following the discussion on Section 106 monies, and current policy not to spend the monies on statues and monuments, the Portfolio Holder is asked to review the policy outside of the meeting.	2025/26	A	Cllr Ieronimo / C. Jackson / A. Codd / K. Griffiths
13/11/2025	Levelling Up Fund Programme Update (Including Iron Lillies)	To enable the Commission to review the delivery, effectiveness and future of the LUF Programme. (Scheduled following a request from Cllr Wilkinson regarding the closure of Iron Lillies.)			
13/11/2025		c) That in order to support the scrutiny process, a third column is added to the table at 2.2, and circulated to Members off agenda, detailing how the grant funding has been allocated between different sized businesses.	Dec-25	A	C. Jackson / C. Taylor / T. Coulson
13/11/2025		d) That in order to support the scrutiny process, more details on the clawback process and how the taper is applied, is circulated to Members off agenda.	Dec-25	A	C. Jackson / C. Taylor / T. Coulson

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12/11/2025	Portfolio Holder Update - Leader of the Council	To enable the Portfolio Holder to outline their priorities for the year ahead, and highlight any topics they think the Commission may wish to explore.			
12/11/2025		b) That following the discussion on Parking Strategy, and the suggestion the new strategy is in development, the Commission reiterates its desire to be involved at the earliest opportunity, so the Commission can feed into its development.	Feb-26	A	C. Jackson / A. Blake / A. Codd / A. Burton
22/01/2026	Action Tracker	To ensure any outstanding actions are being progressed in a timely and efficient manner.			
22/01/2026		b) The matter is referred to the Council's Audit Committee, so it can be incorporated into its review of the Council's overview and scrutiny arrangements, with a view to strengthening the scrutiny framework, and in turn, the Council's governance arrangements.	Mar-26	A	Audit Committee / L. Dixon / A. Holgate / P. Todd / C. Jackson / A. Blake / G. Osgerby
22/01/2026	Parking and Traffic Enforcement Update	To ensure the new arrangements are delivering a more efficient and effective service for residents.			
22/01/2026		b) That following the discussion on the positive engagement with Ward Councillors, and how an invitation to join a patrol provided invaluable insight, the Commission recommends that the invitation is extended to all Ward Councillors, so they can develop a better understanding of parking enforcement, and highlight local concerns.	2025/26	A	A. Burton / K. Ryan / C. Tyson
22/01/2026		c) That following the discussion on school camera enforcement, the Commission asks that the Team organise an online briefing for all Members, in order to share the latest data, and help Members develop their understanding of the programme and associated criteria.	2025/26	A	A. Burton / K. Ryan / C. Tyson
22/01/2026		d) That following the discussion on the scheduling of patrols, and how the information is now available on the Council website, Members are provided with a link off agenda.	Feb-26	A	A. Burton / K. Ryan / C. Tyson
22/01/2026	Work Programme 2025/26	To consider and agree the latest version of the work programme.			
22/01/2026		a) That following the discussion at the December meeting, the City Centre Car Parking Strategy is provisionally scheduled for February 2026, with a view to the Commission feeding into the development process at the earliest opportunity.	Feb-26	A	C. Jackson / A. Blake / A. Burton



Briefing Paper to the Economy and Environment Overview and Scrutiny Commission

12th February 2026

Hull Maritime Project – Financial Position

Briefing Paper of the Assistant Director of Major Projects & Infrastructure

Not exempt

1. Financial summary
 - 1.1 The table in 2.1 shows the forecast outturn for the Hull Maritime project as of February 2026. It has been prepared in response to a Economy and Environment Scrutiny Commission action requesting an updated summary of total project costs and funding. The figures bring together all capital and engagement activity costs, along with confirmed funding contributions.
 - 1.2 We recognise the delay in providing this financial update to the commission. In order to support the delivery of the Hull Maritime project, the National Lottery Heritage Fund (NLHF) were approached in March 2025 to allocate additional funding to the project via a grant uplift request. This process takes several months to complete and requires a decision to be made at the NLHF national Board. Our request was submitted in August 2025 and was presented to the NLHF Board in early December 2025. The Council received formal confirmation of the grant uplift in mid-January 2026. This confirmation was required in order to finalise the programme and costings to present to the Economy and Environment Overview and Scrutiny Commission.
 - 1.3 The Hull Maritime Board, which includes representation from Cabinet and the Leader of the majority Opposition Group, have been receiving monthly updates on the progress of the project, including the latest financial projections. Quarterly monitoring updates on project activities, including expended and forecast spend, are also provided to the NLHF and reviewed by an external project monitor and the Lottery's Senior Investment Manager.

1.4 The current forecast shows a total project cost of £49.233m. This is funded through Hull City Council capital commitment (£28,141,000), a grant from the National Lottery Heritage Fund (NLHF) (£18,599,000) and private donations (£2,493,000).

2.0 Capital works costs

2.1 The table below shows the original approved delivery phase costs in 2019 and predicted outturn as of February 2026. The figures set out the current financial position of the project, showing the forecast cost to completion and how this will be funded. In January 2026, the NLHF confirmed the award of a grant uplift to the Council of £4,966,000, increasing their total contribution to the project from £13,633,000 to £18,599,000.

Capital Works Costs	Approved delivery phase costs (2019)	Predicted Outturn at February 2026
Hull Maritime Museum & Dock Office Chambers	£7,658,950	£13,307,000
North End Shipyard Visitor Centre & Dry Dock	£3,837,117	£7,499,000
Historic Ships & North End Shipyard Dock Gate and Dredging	£5,083,000	£9,967,000
Interpretation Fitout (Hull Maritime Museum, North End Shipyard and Arctic Corsair)	£4,848,572	£5,728,000
Collection Return	£807,000	£1,220,000
Scotch Derrick Crane	£234,697	£270,000
Specialist Services	£2,031,932	£5,514,000
Contingency	£2,761,200	£1,421,000
Capital Works Costs TOTAL	£27,262,468	£44,926,000

Engagement Activity	Approved delivery phase costs (2019)	Predicted Outturn at January 2026
HCC Staff Costs	£591,060	£1,551,000
HCAL Staff Costs	£721,940	£1,138,000
Activity Plan Costs	£998,200	£1,050,000
Publicity & Promotion	£151,000	£238,000
Evaluation	£40,000	£60,000
Volunteer time (in kind)	£270,000	£270,000

Engagement Activity Costs TOTAL	£2,772,200	£4,307,000
Project Costs TOTAL	£30,034,668	£49,233,000
Funding		
Local authority - HCC	£14,031,000	£28,141,000
Private donation – Charitable, Corporate & Volunteer time	£2,396,000	£2,493,000
NLHF Grant Total	£13,632,000	£18,599,000
Project Budget	£30,059,000	£49,233,000

3. Project Management

- 3.1 A multidisciplinary professional team has been engaged to support the delivery of Hull Maritime. This includes an independent quantity surveyor, through Mace Group, to provide cost control and cost management. Mace have provided independent advice throughout the development, procurement and delivery phases of each contract to ensure best value and that costs are in line with market rates. The project has also been subject to the rigorous oversight and approval procedures of the NLHF, including quarterly monitoring meetings, where update reports on programme, costs and outputs are submitted to an external monitor and the Lottery's Senior Investment Manager followed by a detailed meeting to scrutinise the information and provide updates on progress. The outcome of all procurement exercises must be reviewed by the NLHF for approval before contract award.
- 3.2 The project has experienced significant cost pressures and programme prolongation which can be attributed to a number of global, national and local factors, together with issues directly related to the complexity, diversity and uniqueness of the heritage assets involved. Details of each element of the project, the issues and impacts experienced, and how they have been managed, are contained within Appendix 1.
- 3.3 The Hull Maritime project encompasses the delivery of five individual large-scale capital investment projects. Although the original delivery approach anticipated having a more linear delivery programme, in reality, the programme has required significant periods of concurrent works across the various sites due to the impact of the COVID-19 pandemic on the overall programme, which resulted in almost two years of disruption.

- 3.5 The extent of concurrent works, and the scale of the individual projects, mean macroeconomic factors have impacted on each project simultaneously. Wherever possible, the team has undertaken value engineering to manage cost change. However, with all works 'in contract' and progressing in parallel, the ability to either omit elements of the project(s) or scale back significantly while maintaining high quality outputs has been limited.
- 3.6 The project is creating a new, world-class maritime experience by restoring and repurposing listed historic buildings, ships on the National Historic Ships register, and delivering groundbreaking attractions, such as the North End Shipyard visitor centre, the first public building developed to Passivhaus standard in the UK. Such ambitious and complex projects require specialist knowledge, expertise and craftsmanship, bespoke solutions and often experience unanticipated issues due to their unique nature. To add to the complexity of the project, it is being delivered in a challenging marine environment.
- 3.7 Factors affecting cost certainty include inflation and changes in material costs, which both increased by unprecedented amounts during the COVID pandemic. The Building Cost Information Service (BCIS) suggests tender price levels over the programme period have increased by 26%. This was impossible to predict at the time the Council submitted the Round 2 application to the NLHF in 2019, when inflation was estimated at 3.8%. While contingency has been built into the project, the scale of the change to inflation could not have been predicted. Of 29 construction material prices, 19 rose by 40% compared with 2021-2023. As examples, steel rose by 100%, timber by 60% and other commodities by 40% within two years, directly affecting the budget for the programme of works. Pre-Tender Estimates were calculated before the material spikes and all construction projects within this project budget were procured and tendered within this period of instability.
- 3.8 Changes to legislation have also increased costs, with changes having to be made for some elements of the project to comply with these. For example, design amendments were required in the Maritime Museum to comply with the Building Safety Act 2022 following the Grenfell Tower tragedy. A protracted negotiation has also been required with the Marine Management Organisation (MMO) to gain the relevant licences to undertake dredging works in the River Hull, required to dry dock the Arctic Corsair, due to new compliance requirements introduced within the past two years. Due to the restrictions on timings of certain works (moving of vessels etc), this has added almost 18 months on to parts of the project around the Arctic Corsair move and has added extensive extra costs relating to the required dredging and disposal of dredged material.
- 3.9 To support the costs of the project, every opportunity has been taken to pursue strategic partnerships and funding with other public bodies, such as National Highways and the Environment Agency, as well as securing funding from the Coastal Revival Fund, ERDF, Levelling Up, and Trusts and Foundations. Major funders including Garfield Weston Foundation, The

Headley Trust, The Foyle Foundation, Trinity House London, Sir James Reckitt Charity and ABP.

4.0 Next steps

- 4.1 In 2026, the Hull Maritime sites and attractions will open to the public. It will be a landmark year for the city with the opportunity to celebrate 800 years of Hull's rich maritime past. This new, world-class maritime experience will become the best outside of London. This has already started with Hull being named in the top 25 places to visit in the world by National Geographic – the only UK city to be included. In addition, there has also been positive media coverage in The Guardian, Daily Mail, Metro and The Sun.
- 4.2 The first attraction to reopen will be the Spurn Lightship on Saturday 7th March 2026. The vessel has been relocated on Hull Marina, fully restored, safeguarding its future for generations to come along with new interpretation to tell its rich story. The landscaping and the new gangplank, improving access for all, are almost complete. Timings of part of this component of the project have required coordination with the on-going Castle Street works being undertaken by National Highways.
- 4.3 The Grade II* historic Maritime Museum will open in summer 2026. The building has received a large-scale refurbishment of its fabric, to transform and open up the internal spaces as well as deliver essential repair and maintenance works, securing the building's long-term future. This investment will provide a beautiful backdrop to display the city's rich maritime collection. The installation of the museum display cases and plinths is progressing well on site, following which, the artefacts will be carefully installed by the museum's curatorial team.
- 4.4 The North End Shipyard visitor centre building is complete and has achieved Passivhaus standard to become one of the most energy efficient cultural buildings in the UK. The city's last remaining Scotch Derrick crane has also been restored and installed on site. The fit-out of the visitor centre will begin in Summer. Planning for the move of the Arctic Corsair from William Wright Dock to the vessel's new dry dock is progressing well. The MMO licence has now been granted and the licence from the Environment Agency for water disposal associated with the dredging works is in the final stage of determination. The move of the vessel is anticipated to take place in Summer 2026. This licence approval process has taken considerably longer than expected and has required senior level engagement with the Defra/CEFAS to finally move things forward, but even then, it has delayed parts of this component of the project by around 12-18 months.
- 4.5 The project is recognised for its ambition and quality of design as a major city-wide placemaking project that will drive the regeneration of Hull. It will cement Hull's place as a world-class destination, substantially improving its visitor offer, boosting the visitor economy and capitalising the legacy from UK City of Culture 2017. This is reinforced in the Council's new City Centre Vision 2025-2045, which provides a framework for the next phase of economic

regeneration in Hull. Central to this vision are the citywide changes that the Hull Maritime project is bringing, and its maximising of our blue infrastructure.

- 4.6 The delivery of Hull Maritime has included extensive engagement, with the community of Hull at the heart of the project. The vision was shaped by the people of Hull and reflects their pride and aspirations. Local people have played an active role in the delivery of a 5-year engagement plan. The delivery of the project’s activities has achieved the involvement of over 20,000 people, engaging new audiences, hard-to-reach groups and ensuring that communities from every part of the city and wider region have had the opportunity to be part of the project. A wide range of volunteering opportunities have been delivered, alongside creating jobs and offering training to hundreds of people. This is a legacy to UK City of Culture 2017, strengthening the civic pride of a proud city with a proud story, and delivering benefits for generations to come.
- 4.7 The Hull Maritime project is a regeneration project that delivers on the strategic ambitions of the city. It will help to drive the city forward, transforming the places and spaces of the city, creating new experiences and developing more opportunities to connect with Hull’s heritage, past, present and future. This pioneering multi-site project will generate at least one million additional visitors over the first five years, doubling visitors to Hull’s museums and boosting the city’s economy by a minimum of £5.5 million a year.

Angela Blake, Assistant Director for Major Projects & Infrastructure

Contact Officers: Gillian Osgerby Telephone No: 01482 612604

Appendix 1 – Cost and programme impacts

Project	Cost and programme impacts
Hull Maritime Museum & Dock Office Chambers	<ul style="list-style-type: none"> <li data-bbox="408 1487 1444 1765"> <p>• Pre-construction information Limited access to survey historic fabric at design stage: the nature of the Grade II* listed building, and the fact that it was still an operational museum at the time, meant there were areas that could not be surveyed pre-commencement of the works. A significant amount of asbestos was found, and the lead-lined domes needed 100% restoration compared to the predicted 20%.</p> <li data-bbox="408 1809 1444 2020"> <p>• Asbestos Aerosol Asbestos was found throughout the lift shaft and therefore removal was needed. The delivery of the asbestos works involved a subcontractor taking possession of a significant section of the building. The works required a protected area that stopped all access to the building through the main entrance and limited</p>

	<p>circulation, requiring the main contractor to reassess their work programme. This contributed towards the overall extension of time on the project.</p> <ul style="list-style-type: none"> • Building infrastructure and floor trenches A key ambition of the conservation works was to remove the accumulation of surface-mounted cables and pipes throughout the building to improve its infrastructure. This was challenging to deliver in a Grade II* listed building. Corridors at ground, first and second floor were found to be of solid construction rather than containing the anticipated voids for use as service runs requiring rerouting and/or unanticipated excavations. • Collections The decant of the collections took place during the pandemic. Due to the social distancing restrictions in place at the time, this process took longer than originally envisaged. Social distancing restrictions also meant that objects could not be surveyed and measured for mounts prior to being removed to storage. • Atrium The Atrium is one of the key spaces within the refreshed museum. This complex space has needed careful consideration due to the ambitious plans for fitout. The works revealed brickwork requiring additional replacement and revealed a number of historic structures requiring works to retain and present these. • Additional conservation works Increased conservation works and plaster repairs to the decorative ceiling within the court room. Servicing and repairs to the external clock within one of the cupolas including to the automatic winding mechanism to ensure it's feasible to keep running.
<p>Arctic Corsair</p>	<ul style="list-style-type: none"> • Relocation of vessel During the pre-construction phase, the Environment Agency commenced major flood alleviation works along the River Hull. These works conflicted with the vessel's existing mooring location. To prevent programme delay and ensure safe storage, the Arctic Corsair was relocated to a temporary wet berth at Siemens' wind turbine facility in Alexandra Dock. This arrangement was not anticipated in the original scope of works • Asbestos Despite earlier reports indicating limited asbestos presence, significant quantities of asbestos-containing materials (ACMs) were discovered once restoration works commenced. The material had not been previously identified on the asbestos register and was found only through intrusive investigation during the restoration phase.

	<ul style="list-style-type: none"> • Restoration During the detailed conservation of the Arctic Corsair, several unanticipated requirements emerged that were not covered within the original specification. These included the replacement of the aluminium wheelhouse roof, an additional period of dry docking to complete remedial works, and a decision to upgrade the external paint finish for improved long-term durability and presentation. These changes were managed through formal change control processes and required careful balancing of budget constraints with conservation standards. • Improved accessibility A few critical design changes were required to support the successful berthing and future visitor access to the Arctic Corsair. To improve access into the Arctic Corsair, several design changes were required late in the restoration process. This included the specification and installation of a scissor lift to enable access into the fish hold, and a full redesign of internal staircases to meet accessibility and fire safety standards. These amendments emerged during final design reviews and in response to updated fire risk assessments, requiring close coordination between the design team, marine consultants, and building control.
<p>North End Shipyard (NES)</p>	<ul style="list-style-type: none"> • Enhancement of scope – new two storey visitor The original design concept for the new visitor centre was a single storey building. As requirements developed in connection with the buildings use as a visitor centre and learning facility, the need for expanded internal space was identified. The building subsequently became two storied, introducing classroom/learning space, enhanced visitor facilities including Changing Places, volunteer facilities and enlarged exhibition space. Later in the design stage, the desire for an enlarged shop and welcome area emerged, resulting in the reworking of some internal spaces. This will vastly improve the visitor experience for everyone. • Contamination and ground conditions The excavation of the derelict site required additional remediation and intervention. The issues could not be determined prior to works being undertaken. Additional surveys were needed to advise on the strength of the dock to hold the ship and to assess the integrity of the dock gates. • Licenses A licence from the Maritime Management Organisation (MMO) has been required in order to dredge silt from the area at the entrance to the North End Shipyard for the installation of the new dock gate and to allow sufficient space to manoeuvre the ship into the dry dock. This is a ‘capital dredge’, which is more significant than a

	<p>'maintenance dredge' and is required specifically for docking the Arctic Corsair. This is due to the increased depth required to expose the sill of the dock gate (therefore going to a depth lower than it has previously been in the past 10 years), and also so that sufficient material is removed to ensure the stability of the exposed silt banks on either side of the dock gate, to prevent bank collapse during each tide.</p> <p>Gaining the MMO licence took over 18 months, requiring the ship to be temporarily berthed far longer than originally anticipated. Due to a change in the required dredge approach from the MMO, we now also require an additional licence from the Environment Agency to pump water from the North Dock back into the river course as part of compliance with the licence. The movement of the ship is also dependent on tides to allow appropriate water levels for the ship to move from its temporary berth to the North End Shipyard. The current programme of work has been revised from September 2024 to Summer 2026 to align the dredging and new dock gate installation with the appropriate tides to allow the ship to be moved.</p> <p>The delay to gaining the appropriate licences for dredging in the River Hull has led to increased berthing costs for the Arctic Corsair, with the ship currently stored at Dunston's Shipyard in William Wright Dock. The restoration of the ship was completed almost two years ago but requires the above licences before the move to the North End Shipyard can be undertaken.</p> <ul style="list-style-type: none"> • Site restrictions The NES site has restricted access and is a condensed site with a lot being delivered within a relatively small space, including: visitor centre, historic crane installation, landscaping works, dry dock works, dock gate works, docking of Arctic Corsair and associated gantry works. The restricted nature of the site has meant that delivering works packages concurrently has been very challenging. The work packages being delivered are also very specialist in nature, requiring expert contractors undertaking unique works.
<p>Spurn Lightship</p>	<ul style="list-style-type: none"> • Restoration During the restoration of the Spurn Lightship, a few structural and decorative metalwork elements were found to be in significantly worse condition than originally anticipated. Once abrasive cleaning and detailed inspections were undertaken, the extent of corrosion across handrails, fittings, and deck components required a revised conservation approach. This included both replacement and repair of heritage elements to meet structural and aesthetic standards. • Improving accessibility Following restoration, further design work was required to ensure step-free and compliant public access into and through the vessel. This included lowering door thresholds to create accessible

entrances and adapting internal circulation. Temporary berthing costs were also incurred while final access works were prepared.

- **The new berth on Hull Marina**

It was originally anticipated that the vessel would be moored using existing mooring arrangements in Hull Marina. However, these were found to be unsuitable and could not take the required lateral load.

Extra dredging was required and a full bathymetry survey in order to deliver this and to install a new pontoon in the marina. The licence to dredge had to be agreed with the MMO who sanctioned a change in methodology from plough dredging to a suction approach to lessen the impact of contaminated silt.

£1.1m funding was received from National Highways Designated Funds to support the delivery of marine piles and gang plank connection. However, the additional surveys, professional fees, and delays in gaining an MMO licence for the works escalated costs. This meant that additional contributions from the project were required.

- **Procurement of landscaping works**

It took three attempts to receive a fully scoped and compliant tender for the landscaping works. These are now being delivered on site ready for the opening of the Spurn Lightship in Spring 2026.

- **Delivery of landscaping works**

Complexities to the weight capacity of a pedestrian footbridge on the site has meant that machinery and materials to complete the landscaping works need to be delivered by crane.

Briefing Paper to the Economy and Environment Overview and Scrutiny Commission
Wards: Drypool / St. Andrew's & Docklands / Central

 12th February 2026

City Centre Development Sites
Briefing Paper of the Corporate Director for Regeneration and Partnerships

This item is not exempt therefore exempt reasons are not applicable.

1. Purpose of the Paper and Summary

- 1.1 This briefing paper provides an update on four key development sites within Hull City Centre:
- East Bank
 - Albion Square
 - Myton Gate
 - Paragon (formerly St Stephens)
- 1.2 The ambition for these sites is to offer new inclusive neighbourhoods where people choose to live, work and play. The offer will combine Hull's unique features to create highly sustainable mixed-use urban developments; balanced and diverse high-quality living which respects and reflects the history of each site.
- 1.3 In July 2023, an option for a procurement exercise for the sites was agreed, to secure development partners to achieve phased development that promotes sustained and balanced residential and mixed-use City Centre regeneration. The option was to develop specifications, commence procurement of a lead development partner or partners, and select a developer for all key sites. Procuring lead development partner(s) was the most robust approach to achieving the Council's overall vision of the City Plan and the emerging community strategy.
- 1.4 The approach ensured competition and value for money whilst ensuring the public sector could maintain enough control within sites and their zones of influence through formal contracts, which can maximise both quality of design and financial returns. This option enabled the Council to set out its requirements in terms of the quality of housing, the appropriate mix of uses, site phasing and infrastructure works including highways, flood management, public realm improvements and open space management.

 Author:
 Status:
 Date: 04/02/2026

1.5 The option harnessed the skills and expertise of a lead development partner for the longer term leading to a committed partnership and high-quality proposals driving values over the longer term. This has been the experience in the Fruit Market which has achieved positive and sustained investments.

1.6 This report provides updates on progress to date.

2. Background

2.1 All the sites are large and ambitious City Centre regeneration locations are identified as catalyst projects within the 2025 City Centre Vision. Once developed, they will have the capacity to establish new communities and support Hull's City Centre economy. Additional residential development within the city centre is important not just to provide additional housing for our residents but will also support growth for the city as a whole, provide additional demand for city centre businesses and contribute to a vibrant and active city.

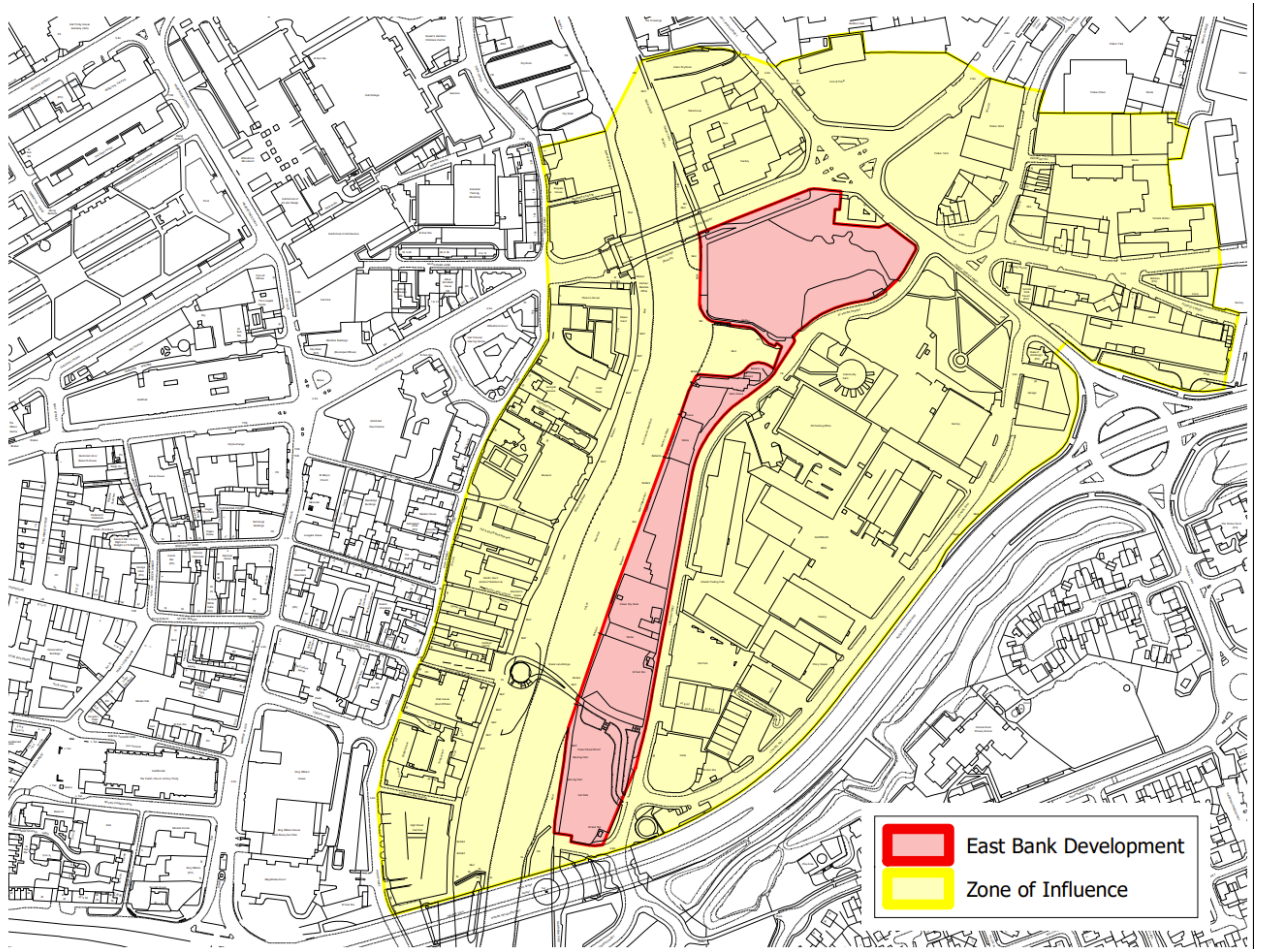
2.2 In addition, the proposed National Planning Policy Framework and revised local housing need methodology sets a target for us to deliver 998 additional homes per year (the current annual target within the 2017 Local Plan is 620 homes). Given the lack of available greenfield land within the city boundaries, higher density developments in the city centre and the new dwellings which form part of these core City Centre sites will make a significant contribution to delivering against these housing objectives and targets for the City.

2.3 The success of all four sites will depend on some level of public / private sector partnering and support; delivery is unlikely without some public sector intervention to de-risk sites.

2.4 The sites have been submitted as part of the Homes England Housing Pipeline, as well as the HEYCA Investment Pipeline. They are considered as priority sites for the Council.

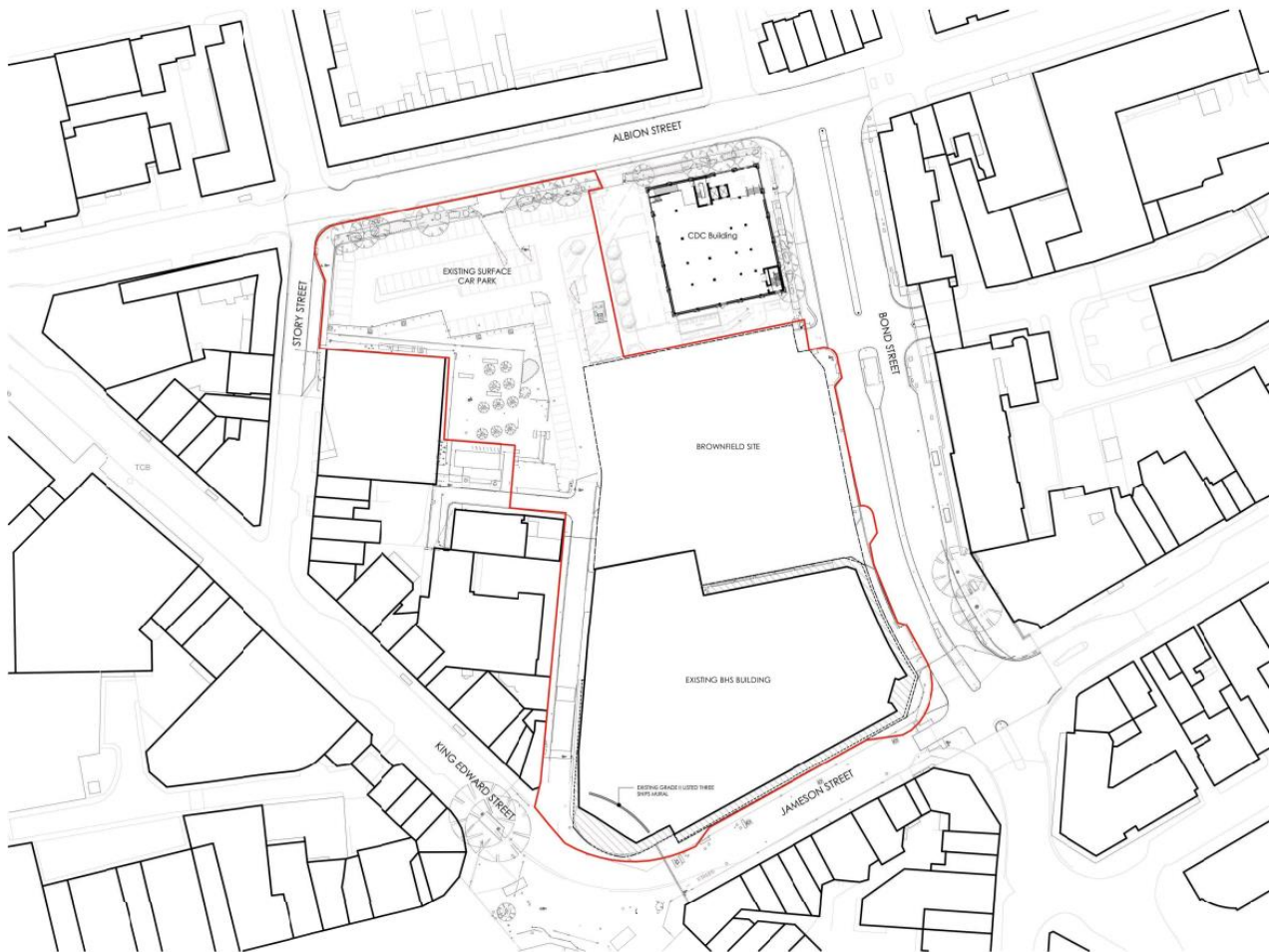
2.5 The sites also feed into the delivery of the Hull City Centre Vision 2025-2045, as part of the priority project list.

2.6 The vision states that **East Bank Urban Village**, a development partnership between the Council and English Cities Fund (ECF), will deliver 850 homes alongside public realm improvements and a riverside promenade, significantly increasing the city centre housing offering and setting out a new standard for urban living. It has the potential to re-invigorate the expansion of the City Centre, to the east of the River Hull. The project provides the opportunity to animate the eastern bank of the River Hull and celebrate the gateway into the City Centre from the east. A development partner has already been secured, with work ongoing.



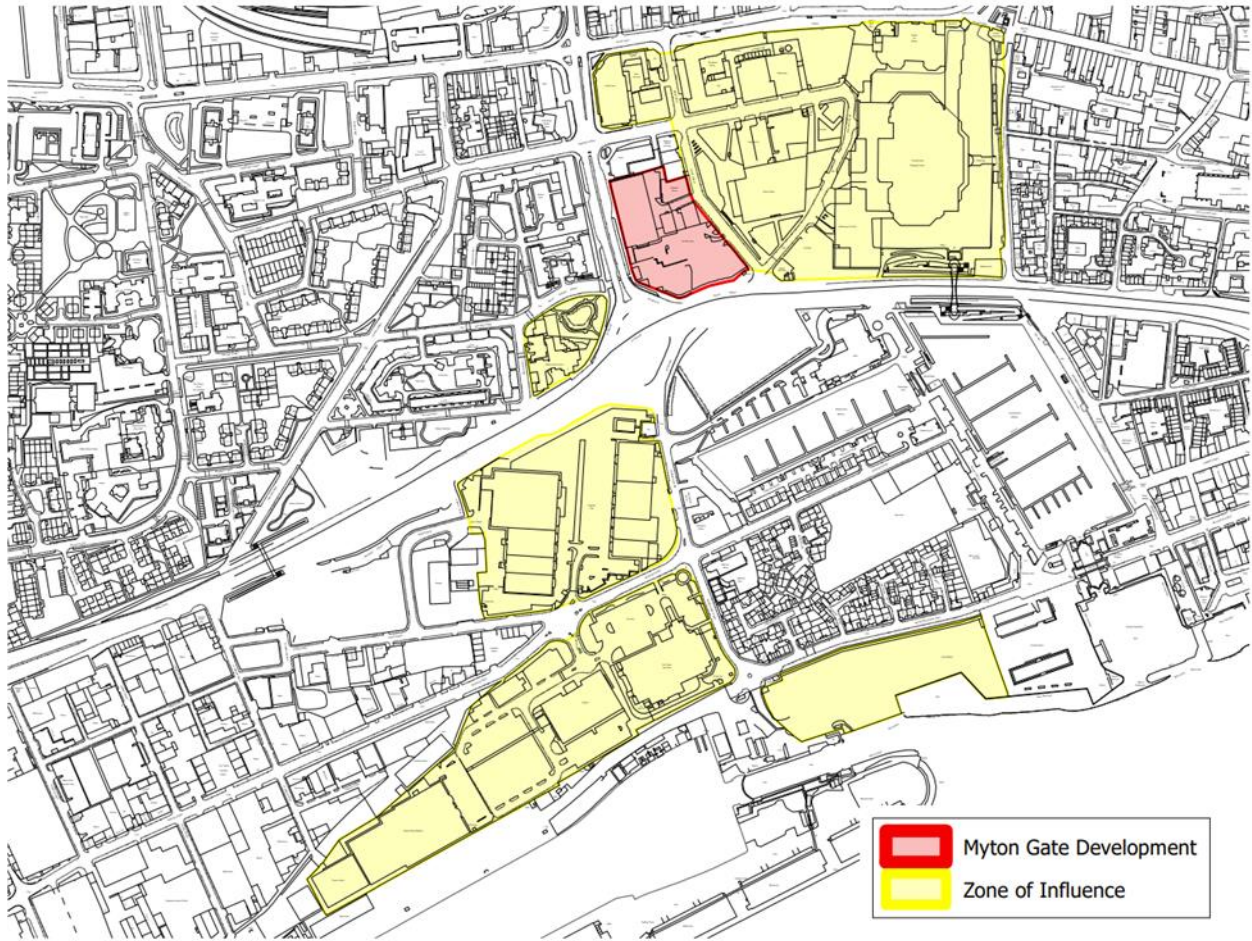
East Bank Red Line and Zone of Influence

2.7 The redevelopment of **Albion Square** will create a mix of uses for this area of the City Centre. Phase 1 features a new NHS Community Diagnostic Centre supporting approximately 300 patients daily and is now open and in use. The site provides an iconic City Centre landmark and lies at a key corner in the City Centre with potential to provide 200 additional dwellings and additional commercial and leisure space. Remediation work is underway, with 26,000 tonnes of contaminated building waste including asbestos removed, preservation work to the listed Three Ships mural starting imminently ahead of intended demolition of the remainder of the BHS building later this year. We recently launched a tender process for a development partner to take forward the site once this is complete.



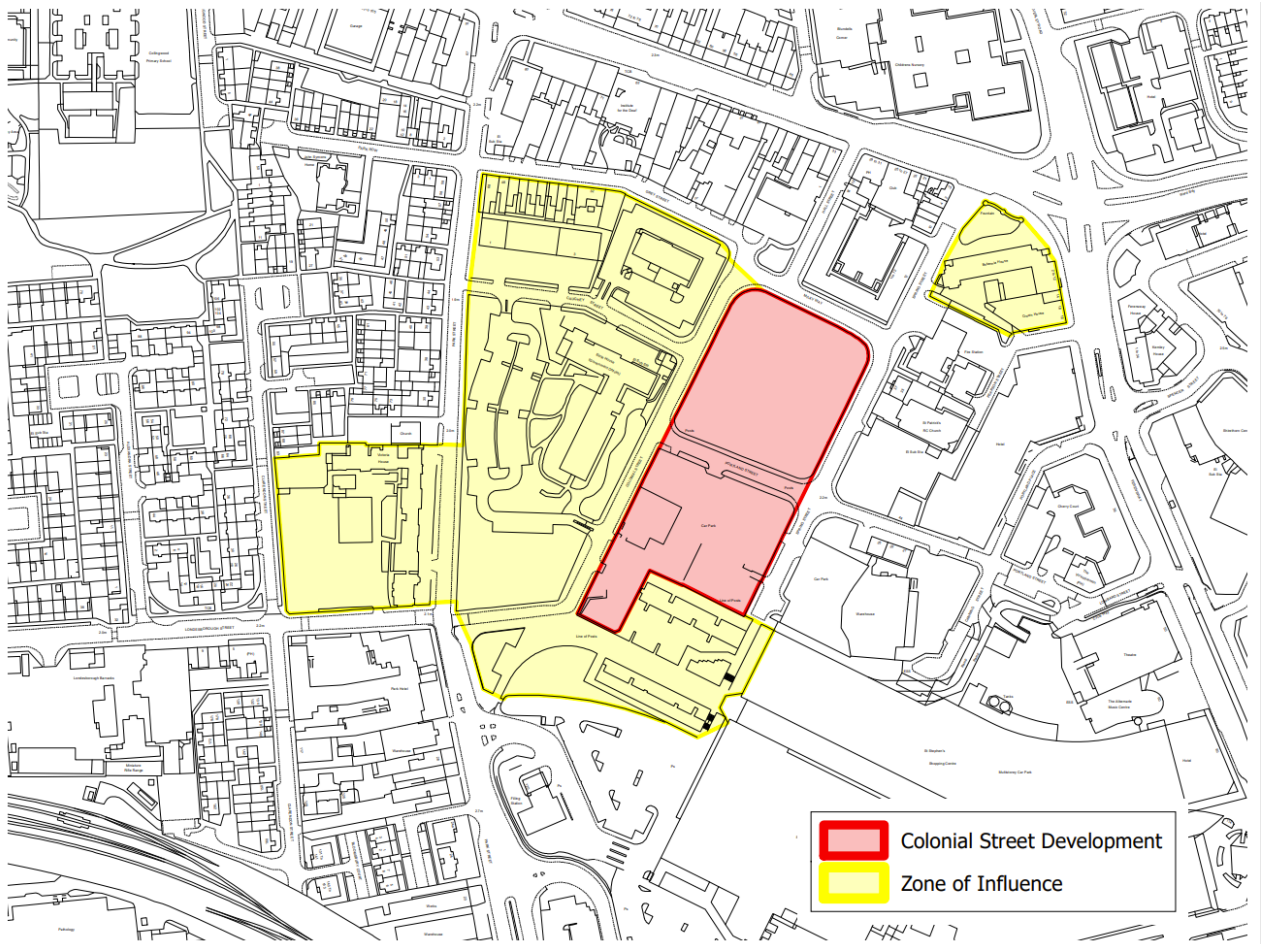
Albion Square updated Red Line plan

2.8. **Myton Street** lies along the key connection of Ferensway and lies adjacent to the Connexin Arena and Princes Quay. This site has the potential to be the key site which enables the Ferensway Innovation Corridor, deliver a new hotel and workspace to the City Centre and animate the key streets and spaces immediately surrounding it.



Myton Gateway Red Line plan and Zone of Influence

- 2.9 **Paragon** on Colonial Street opens up the development potential of the City's north-western gateway, capitalising on the connection through St. Stephen's Shopping Centre and animating the routes to the Stadium and Hospital. Early-stage design work is ongoing.



Paragon Core Site Red Line Plan and Zone of Influence

3. Issues for Consideration

3.1 East Bank Urban Village

- 3.1.1 Following the tender for a Lead Developer Partner in 2024, the Council entered into a contract with ECF (a joint venture between Muse, Homes England and Legal & General) in May 2025.
- 3.1.2 Since entering this contract, Muse, acting as development manager on behalf of ECF, have appointed an extensive team of professional consultants that have worked at pace to develop the concept designs into a full planning submission.
- 3.1.3 The plans are nearing finalisation, with the submission of a hybrid planning application, targeted for March 2026. This hybrid application will cover Phase 1 in detail and Phases 2-4 in outline in conjunction with a design code.

- 3.1.4 Overall, the planning submission will demonstrate the ability to deliver up to 850 homes across the whole scheme, in four phases, along with extensive public realm, complimentary commercial spaces, refurbishment of the river walkway, Buoy Shed and Lock Keeper's cottage and improvement to the flood defences for the site. This proposal will deliver the scale and quality that meet the Council's vision and ambition for East Bank.
- 3.1.5 Phase 1, to the north of the scale lane bridge up to the Trinity House Buoy Shed, is proposed to be a lower rise development made up of 36 Town Houses, largely 2 and 3 bed and 79 Apartments, mostly 2 bed. In addition to the residential offer, Phase 1 will be a new public square as a landing off the scale lane bridge and also remediate the dilapidated river walkway. The square will be surrounded by commercial spaces on the ground floor of the apartment blocks. Alongside Phase 1, a significant package of remediation works will be undertaken to the Buoy Shed, to stabilise the building, and fit out for a suitable meanwhile use. Phase 1 will be all affordable housing, across a mix of rent and shared ownership. Extensive pre-application discussions have occurred on the site, and the key statutory consultees have been heavily engaged to help de-risk the planning submission.
- 3.1.6 Phase 2, to the south of scale lane bridge (currently the Tower Street Surface Car Park) is still under development but could constitute three larger blocks. Phase two will offer a mix of affordable and built to rent apartments.
- 3.1.7 Similarly, Phases 3 and 4, at the northern end of the site on the former Clarence Mill, is proposed to be built to a greater height, alongside new public realm, green spaces and further connected active travel routes. These apartments will also be offered as rental units.
- 3.1.8 Work to date is utilising a significant portion of the Levelling Up Partnership funding secured by the authority to enable the East Bank development. Additional funding will come from investment partners, with the viability gap anticipated to be bridged by Homes England and HEYCA.
- 3.1.9 East Bank is being developed as a low level parking scheme, with very limited parking provision being provided within the red line boundary, instead residents will be able to make use of parking in close proximity, such as the Premier Inn multi-storey, for which the Council is exploring its suitability for acquisition to support the scheme.
- 3.1.10 East Bank will connect to Hull District Heat Network, ensuring the scheme complies with Hull's Net Zero targets whilst also offering cheap, low carbon energy to residents.
- 3.1.11 Work continues to finalise the planning submission, complete land assembly and prepare for construction on Phase 1, to commence in early 2027. The development is expected to finish Phase 4 in 2040.

3.1.12 The proposed scheme will deliver against the authority's vision and ambitions for the site and will be the first of the catalyst sites in the City Centre Vision to deliver regeneration and housing in the city centre.

3.1.13 Despite the Levelling Up Partnership funding previously secured by the Council, a viability gap is still projected across several phases of East Bank. Additional funding is being sought from Homes England and HEYCA, (and Historic England to support the Buoy Shed works) however should a gap remain, there may need to be additional funds provided by the Council to bridge any gap.

3.2 Albion Square

3.2.1 Over the past three years, the Council has worked closely with NHS England and Hull University Teaching Hospital (HUTH) to complete a Community Diagnostic Centre on the corner of Albion Street and Bond Street. Construction works started early 2024 and the building was handed over to the HUTH in August 2025. The centre will provide approximately 27,000 appointments per year and 100 new jobs, benefitting the residents of Hull and providing additional footfall and business opportunities to this area.

3.2.2 In February 2025, Cabinet approved the procurement activity to secure a development partner to support the delivery of the Albion Square development. The delivery of this site through a development partner approach will enable greater levels of finance to be leveraged and combined expertise and capacity to be pooled, with risk and reward being shared between both parties. Capital funding of £17m was allocated to the project to support the shortfall between development cost and end value.

3.2.3 A development partner pre-market engagement questionnaire was sent out via YORtender in April 2025. Five companies responded to the questionnaire, all showing a keen interest in the development opportunity. Several developers showed an interest in developing a new build scheme, such as the scheme which received planning approval in October 2022. The development opportunity was also promoted at the UK's Real Estate and Infrastructure Forum (UKREiiF) where there was a keen interest in Hull and the Albion Square development opportunity.

3.2.4 An invitation to tender was issued in w/c 12th Jan 2026 with tender returns expected late February. A period of dialogue will then take place with the preferred developer with a final bid being submitted in summer 2026. If successful, the Council will enter into a development agreement with the preferred developer.

3.2.5 In December 2025, a condition survey was undertaken on the mural and Certificate of Lawfulness was submitted to the Planning Authority to progress protection and preservation works to the Three Ships mural. A planning application is also being progressed to install the supporting steelwork to the Three ships mural which will enable demolition of the building to take place. It is anticipated that the steel frame will be in place by June 2026 with the demolition works starting shortly afterwards. The Three Ships mural will be incorporated into the new development.

3.3 Myton Gateway

- 3.3.1 Myton Gateway is recognised in Hull's City Centre Vision, as one of the catalyst projects which are key to unlocking investment and growth in the city centre. The proposal is for a mixed-use development offering opportunities for new workspace, a hotel and residential uses. The site is seen as an enabler for neighbourhood change, creating a new frontage onto the remodelled A63, animating key streets and public spaces and improving the connection between the City Centre and Western Docklands.
- 3.3.2 This site also has the potential to be the gateway to the Ferensway Innovation Corridor, which seeks to deliver a new focus for workspace and improving the arrival experience for the city.
- 3.3.3 The site is in full Council ownership following land assembly which took place in 2020. The first phase of re-development to this area was the Connexin Live arena which opened its' doors in 2018 and has been closely followed by Murdoch's Bridge which connects this area to the marina and Fruit Market. The bridge was lifted into place in 2019 and opened to the public in 2021. The most recent addition is the £2m restoration of Hull's historic Castle Street Chambers and Earl De Grey frontage, which has created more than 6,000sqft of prime commercial space. Planning approval was also granted for 150 bed hotel on the land between Castle Street Chamber and Princes Quay.
- 3.3.4 The Staples site is currently being used as a temporary construction compound for highway works in the city centre but is likely to become available in the coming months. Therefore, demolition of the Staples building will be able to take place in readiness for full redevelopment of the site.

3.4 Paragon (formerly St Stephen's/Colonial Street)

- 3.4.1 The Council commissioned Stantec to undertake master-planning of the Paragon Development site in conjunction with One Public Estate. Stantec undertook various technical studies including a Public Sector Accommodation Study to give an understanding on current office spaces used by various government bodies across the City Centre, with a view to consolidation options.
- 3.4.2 The Council currently owns the core site of the Paragon development area, that has a notional capacity for 200 homes. However, we tasked Stantec with visioning a red line area wider than the core site in order to deliver the biggest impact from the development opportunity available.
- 3.4.3 The wider site includes several parcels of land in third party ownership, and consideration towards land assembly priorities needs to be undertaken. The Government Property Agency owns the south wing of Earle House, which is currently vacant and suggested for demolition in the masterplan. The Council owns the North Wing, which is leased to the GPA and various government agencies. Consideration could be given to a land swap.

3.4.4 Following inclusion in the City Centre Vision, there is interest from developers in the opportunity and these are being explored in more detail.

3.5 Development sites as a combined programme

3.5.1 Care needs to be given around perceived demand, visioning and data driven needs assessment when deciding on the product for each site. The City Centre Vision lays out aspirational plans for the sites covered by this report, all of which are catalyst sites, however these visions should be supported by qualitative and quantitative assessments around actual need and viability ahead of any procurement of lead developer partner.

3.5.2 It is simple to look at these development sites in isolation, however, to ensure true transformational change consideration needs to be given to the combined impact of the sites in conjunction with the delivery timescales. This will ensure true city-wide needs are met across all the development opportunities, and with respect to needs that have already been met by any development or contracting to date.

3.5.3 Whilst competition in the market is healthy, and best value needs to be achieved across all sites, it is easy to over-estimate the competition and interest in sites and interested party’s capacity or ability to bid.

3.5.4 The Council should remain open to exploring all partnership models and innovative ways of working with new partners that may not fall into the traditional competitive procedure.

3.5.5 The Council should find simple routes to capitalise on interest that is forthcoming on development sites, rather than squandering this interest through overly complex and burdensome procedure.

3.5.6 The key and below table provides an estimated timeline for progressing each site from marketing the development opportunity, securing a development partner, progressing the design and obtaining planning approval and starting construction on site.

Market Development Opportunity
Secure Development Partner
Design & Planning Approval
Construction

Development Site	Staggered Programme of Activity												
	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036+
East Bank													
Albion Square													
Myton Gate													
Paragon													

Author:
 Status:
 Date: 04/02/2026

4. Next steps

- 4.1 A further update will be provided to the Economy and Environment Overview and Scrutiny in the Autumn time.

Chris Jackson
Corporate Director for Regeneration and Partnerships

Contact Officer : Amy Potts amy.potts@hullcc.gov.uk

Officer Interests: None

Economy and Environment Scrutiny – Work Programme 2025/26

12 June 2025 Deadline: Midday – 03/06/25	24 July 2025 Deadline: Midday – 15/07/25	11 September 2025 Deadline: Midday – 02/09/25	16 October 2025 Deadline: Midday – 07/10/25	13 November 2025 Deadline: Midday – 04/11/25
Formal	Formal	Formal	Formal	Formal
<u>Themed / Other Reports</u> 1. A63 Update - National Highways <u>Pre-decision scrutiny</u> 2. 5 Year Programme for Bridges, Statues and Monuments	<u>Standing Items</u> 1. Revenue Budget Update 2. Economic Update <u>Themed / Other Reports</u> 3. PH Update – Culture, Leisure and Customer Services	<u>Themed / Other Reports</u> 1. Humber Freeport Investment Plan and Development Update 2. PH Update – Environment 3. Living with Water Update <u>Pre-decision scrutiny</u> 4. Biodiversity Net Gain	<u>Themed / Other Reports</u> 1. PH Update – Transportation and Highways 2. Maritime Hull Update <u>Standing Items</u> 3. Revenue Budget Update	<u>Standing Items</u> 1. PH Update – Deputy Leader <u>Themed / Other Reports</u> 2. Levelling Up Fund (LUF) Update (including Iron Lillies)
11 December 2025 Deadline: Midday – 02/11/25	22 January 2026 Deadline: Midday – 13/01/26	12 February 2026 Deadline: Midday – 03/02/26	12 March 2026 Deadline: Midday – 03/03/26	16 April 2026 Deadline: Midday – 07/46/26
Formal	Formal	Formal	Formal	Formal
<u>Standing Item</u> 1. PH Update – Leader of the Council 2. Period 7 Budget Monitoring <u>Themed Meeting</u> 3. Hull Culture and Heritage Strategy Annual Performance + Visitor Destination Annual Update <u>Pre-decision scrutiny</u> 4. Pride in Place Funding 5. Humber Economic Framework	<u>Standing Items</u> 1. Economic Outlook (Inc Budget Update) <u>Themed / Other Reports</u> 2. Traffic Warden Beats and Virtual Permits - Performance Update 3. Employment Rights Bill <u>Pre-decision scrutiny</u> 4. Nature Recovery Strategy	<u>Standing Items</u> <u>Reports</u> 1. City Centre Development Sites (including Albion Square) 2. Hull Maritime Project Budget Update <u>Informal Scoping</u> Night-Time Economy	<u>Standing Items</u> 1. Revenue Budget Update 2. HTAE Annual Performance Report (Moved from Jan 26) <u>Themed / Other Reports</u> 3. Skills and Training themed meeting, to include reps from the MCA Business and Skills Boards 4. Skills Bootcamps - Wave 6 Performance Update 5. Growth and Skills Levy Update 6. City Centre Car Parking Strategy (Provisional date) <u>Pre-decision scrutiny</u> 7. Electric Vehicle Infrastructure Strategy 8. Hull Climate Change and Nature Strategy	<u>Standing Items</u> 1. Economic Update <u>Themed / Other Reports</u> 2. Bus Operators Update <u>Pre-decision scrutiny</u> 3. Hull City Hall (New provisional item) 4. Highways Capital Programme

Future Items

1. Levelling Up Fund Performance Update (June 2026)
2. Hull Maritime Programme - Budget Summary and Lessons Learnt
3. Night-Time Economy (Hull Bid / Taxi Provision / Student Offer)
4. Local Plan
5. Rail Update
6. Green Book Workshop
7. Partners – Chamber of Commerce / ABP

Economy and Environment Scrutiny – Work Programme 2025/26

Portfolio Holders:

Councillor Ross	Councillor Dad	Councillor Quinn	Councillor Pritchard	Councillor Ieronimo
Leader of the Council <ul style="list-style-type: none"> • Lead for Business Engagement • Promoting the City and Strategic Tourism • Economic Investment • Hull Yorkshire Maritime City (with the Deputy Leader) • Jobs and Skills Strategic Planning 	Deputy Leader <ul style="list-style-type: none"> • Citywide Regeneration Delivery • Major Projects (with relevant Portfolio Holder) • Hull Yorkshire Maritime City (Co-lead with Leader) 	PH: Environment <ul style="list-style-type: none"> • Climate Change and Sustainability • Flood Management 	PH: Culture, Leisure and Customer Services <ul style="list-style-type: none"> • City Cultural Regeneration Strategy • HCAL Lead • Departmental Lead for Tourism • Connexions Arena 	PH: Transportation and Highways <ul style="list-style-type: none"> • Highways and Transport • Local Transport Plan • Modal Shift • Footpaths and Cycleways • Network Management and Operational Highways • Bus Partnership • Car Parking / Parking Enforcement • Liaison A63 • Bridges, Rivers and Infrastructure • Taxi and Private Hire Licensing
Attended: December 2025	Attended: November 2025	Attended: September 2025	Attended: July 2025	Attended: October 2025

*Councillor Drake-Davis has responsibility for the Local Plan and Planning Policy

* Councillor Tock has responsibility for Hull Training

Economy and Environment Scrutiny – Work Programme 2025/26

1.1 **Economy and Environment Overview and Scrutiny Commission Terms of Reference**

1.1.1 Composition: The composition of the Commission shall be 9 Councillors who may draw on non-voting expert witnesses as and when appropriate.

1.1.2 The quorum shall be three voting members.

1.1.3 The following services, functions and issues and fall within the remit of this Committee:

- City economy, employment and enterprise, including Economic Strategy
- Economic investment including Government funded programmes.
- Economic partnerships, including Humber Freeport and Hull BID (Business Improvement District)
- Visitor destination, including tourism, cultural offer and commercial leisure attractions.
- City centre regeneration and planning including major projects.
- Citywide regeneration and planning, including major projects.
- Strategic Transport, including Local Transport Plan, green and active travel infrastructure, regional and national policy.
- Transport for the North
- Climate change and the Hull 2030 Carbon Neutral Strategy
- Energy, including green/energy infrastructure, energy conservation, future proofing and key partnerships.
- Green city and bio-diversity net gain
- Flood risk planning and management, including Living with Water Partnership
- Highways Capital Programme
- Hull Training and Education, self-assessment and performance

